

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/4/36 When handed in at Local Office 27/4/36 Port of Kobe.
 No. in Survey held at Harima. Date, First Survey 14/4/36 Last Survey 24/4/1936.
 Reg. Book. (No. of Visits Three.)

19835 on the ~~Woodstock~~ Steel S/S "AIKOKU MARU".

TONNAGE: Built at Blyth. By whom Blyth S.B. & D.D. Co. Ltd. When 1920 2
 GROSS 3212 Owners OIye Shoji Kabushiki Kaisha. Owners' Address
 UNDER DE. 2823 Managers Port belonging to Oh.
 NET 1942

Surveyed Afloat or in Dry Dock? Both Name of Dock Harima Dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B. All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8995 Port Kobe

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report, he is required to state whether he offered his services for this purpose and to whom and why they were declined

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2nd No.1.

NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder (lifted), stern frame, propeller bracket, and stem cleaned, examined and found or now placed in good condition, afterwards recoated.

Holds, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all fore and aft, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Lining on ship's side removed in way of sidelights and plating in way of same examined and found or now placed in good condition.

Ash shoots and plating under same examined and found or now placed in good condition.

Double bottom tanks, and fore and after peak tanks examined internally, found or (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks Good	State if Tanks have been examined inside Yes	Air and Sounding Pipes Good	Copper, or Y.M. of Wood Vessels --
Caulking of Decks "	State if Tanks now tested Yes	Dbing. Plates under Sounding Pipes "	(State if on Belt)
Coamings "	Bulkheads Good	Engine Room Skylights "	When put on, Month -- Year --
Beams & Fastenings "	Ceiling "	Coal Bunkers, Open'gs, Lids, &c. "	Boats Good
Outside Plating "	Cement Welded (State which) "	Oil Bunkers --	Masts, Yards, &c. "
" " in way of sidelights Good	Rudder Good	Scuppers Good	Condition, how ascertained From aloft.
Breasthooks "	Steering gear and its connections "	Cargo Hatchways "	(State if wedges removed) --
Transoms "	Windlass "	Hatches "	Sails --
Frames "	Have pumps now been examined and found efficient? Yes	Planking of Wood Vessels --	Equipment letter "
Reverse Frames "	Have Sluice Valves now been examined and found efficient? --	Caulking ditto --	Anchors, No. of 3B. 1S. 1K.
Longitudinals --	Have Watertight Doors now been examined and found efficient? Yes	Treenails ditto --	Chain Locker Good
Transverses --	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson ditto --	Cables (State if now ranged) Yes 29-27"
Floors Good		Transoms Pointers, & Crutches ditto --	" length 270 fms. mean diam. 34"
Keelsons "		Timbers of Frame at openings ditto --	" Rule length 270 fms. size 1-15/16"
Stringers "		Ditto Ditto at other places ditto --	Hawser & Warps Good
Inner Bottom Plating "		Stringers, Clamps & Shells ditto --	Standing and Running Rigging "
		Salting ditto --	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and pEND24, &c."

This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 4.36 and the notation S.S.Kob.2nd No.1-36.

Survey Fee (per Section 29) Yen 305:00
 Special Damage or Repair Fee (if any) --
 Travelling Expenses (if chargeable) Yen 53:00
 (Including Machinery).
 Second Surveyor's Fee (if any) --

Fees applied for, 24/4/1936

Received by me, 19

Committee's Minute

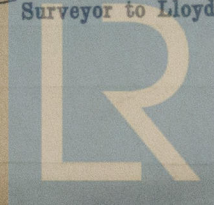
TUE. 26 MAY 1936

Character Assigned

100K1
 S.S. No. 1-36
 + Lmb. H. 36

CERTIFICATE WRITTEN

Yamada
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

WS67-0142

Decks, casings, hatchways, hatches, fore and afters, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, chains, sheaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles) spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

REPAIRS DUE TO WEAR AND TEAR:-

Port side shell plating in way main ^{condenser cooling} engine discharge valve box doubled.

In No.1 Hold, horizontal stiffener bracket angle to collision bulkhead (1 P & wed.

renewed.

renewed.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.														Where and when tested and Superintendent.		
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

If Patent state name of Patentee.

No. 500-517 State Mechanical Tests

CHAIN CABLES.

[illegible]